

NATIONAL STRATEGY TO REDUCE CONGESTION

CORRIDORS OF THE FUTURE

PHASE II APPLICATION



INTERSTATE 70 DEDICATED TRUCK LANES
MISSOURI : ILLINOIS : INDIANA : OHIO



CORRIDORS OF THE FUTURE PHASE II APPLICATION



LETTERS OF COMMITMENT



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

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Room N758
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Mitchell E. Daniels, Jr., Governor
Karl B. Browning, Commissioner

May 24, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

Phase II Application requesting designation as a "Corridor of the Future"
I-70 Dedicated Truck Only Lanes Project

Dear Mr. Ray:

The Indiana Department of Transportation, in partnership with the Missouri, Illinois and Ohio Departments of Transportation (DOTs), is pleased to submit this Phase II Application requesting designation of Interstate 70 through our four states as a "Corridor of the Future." Included with our application are letters of support and commitment from all coalition DOTs, the Metropolitan Planning Organizations (MPOs) along the corridor, and the American Trucking Institute Chapters of Missouri, Illinois, Indiana and Ohio.

Our application proposes to develop an 800 mile, multi-state segment of Interstate 70 into a dedicated truck only lanes (TOL) corridor. We are committed to advancing this concept because we recognize that the separation of truck traffic from vehicular traffic is a viable strategy to reduce congestion, improve mobility and safety through both the urban and rural areas of the corridor. We also recognize that providing TOLs will improve the flow of goods and encourage economic growth throughout the Midwest and the nation.

If selected, the Indiana Department of Transportation agrees to coordinate with the Corridor Coalition and participate financially in the corridor-wide planning, research, design and financial feasibility analysis needed to advance the concept of dedicated truck only lanes (TOLs). We understand that this will include:

- Entering into a Corridor of the Future Program Development Agreement (CFPDA) with the coalition of states, municipalities, FHWA and other relevant Federal agencies;
- Committing to the timeline as presented in Section 3 of our application;
- Supporting and conducting the public participation and planning feasibility activities needed to advance this project's development;
- Committing to environmental streamlining and advancing innovative project design, development and delivery options to "fast-track" the proposed project;

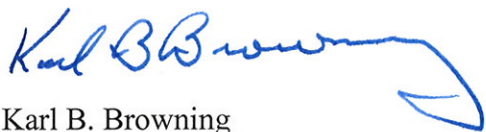
- Evaluating a variety of innovative funding and financial options including but not limited to public private partnerships (P3s), tolling, and the other funding strategies identified in Section 3 of our application;
- Advocating to our legislature the regulatory changes needed to advance the reasonable and realistic innovative financing options recommended through our financial feasibility analysis; and
- Beginning the necessary steps to identify and commit funding needed to advance the project.

Attached please find our application. It was prepared to address the nine Phase II issues identified in the September 5, 2006, Federal Register/Vol. 71, No 171/ pp. 52364-6. Our application is organized to provide you with answers to your three questions:

- What is the clear need for congestion reduction on the I-70 Corridor?
- Why are truck only lanes the clear solution?
- What is our Path to Success?

As you will clearly see through our application, the I-70 TOL project presents an innovative solution to the problem of congestion and safety and has the potential to serve as a national demonstration project that will set a new standard for the Interstate of the future. We encourage FHWA and USDOT to select Interstate-70, through Missouri, Illinois, Indiana and Ohio as a "Corridor of the Future."

Respectfully,

A handwritten signature in blue ink, reading "Karl B. Browning", with a stylized flourish at the end.

Karl B. Browning
Commissioner,
Indiana Department of Transportation

*Missouri
Department
of Transportation*



Pete K. Rahn, Director

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April 13, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

RE: Commitment and Support for I-70 Dedicated Truck Lanes Project Phase 2 Application
requesting designation as a "Corridor of the Future"

Dear Mr. Ray:

The Missouri Department of Transportation joins with the Indiana Department of Transportation in submission and support of the Phase 2 application requesting designation of Interstate 70 through Missouri, Illinois, Indiana, and Ohio as a "Corridor of the Future."

Our joint application proposes to develop dedicated truck lanes along this 789 mile corridor. We are committed to advancing this concept because we recognize that the separation of truck traffic from vehicular traffic is a viable strategy to reduce congestion, improve mobility and safety through both the urban and rural areas of the corridor. We also recognize that providing dedicated truck lanes will encourage commerce and economic growth throughout the Midwest.

If selected, the Missouri Department of Transportation agrees to coordinate with and participate at the appropriate level both financially and by providing staff liaisons on corridor-wide planning, research, design and financial analyses needed to advance the concept of dedicated truck lanes. We understand that this may include:

- Entering into Memorandums of Understanding (MOU) with participating states and FHWA to advance the concept;
- Supporting or conducting the public participation, planning, and environmental process activities needed to advance this project's development and delivery as appropriate for the state of Missouri;
- Evaluating and considering a variety of funding and financing options including but not limited to public private partnerships, tolling, and the other innovative funding strategies identified in Section 3 of our application;
- Presenting to our State General Assembly any regulatory changes needed to advance reasonable and realistic innovative financing options based on our evaluation;

Mr. James D. Ray, Chief Counsel

April 13, 2007

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- Securing the needed legal commitments to insure the project will continue to be advanced beyond the current administration, and
- Beginning the necessary steps to establish funding needed to advance the project.

We encourage USDOT to select Interstate 70, from Missouri through Ohio, as a "Corridor of the Future."

Sincerely,

A handwritten signature in black ink, appearing to read "Pete K. Rahn", written over a horizontal line.

Pete K. Rahn
Director

pr\kh



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

May 10, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

Dear Mr. Ray:

The Illinois Department of Transportation (IDOT) joins with the Indiana Department of Transportation in submission and support of the Phase 2 application requesting designation of Interstate 70 through Missouri, Illinois, Indiana and Ohio as a "Corridor of the Future."

Our joint application proposes to develop dedicated truck lanes along this 789 mile corridor. We are committed to advancing this concept because we recognize that the separation of truck traffic from vehicular traffic is a viable strategy to reduce congestion, make our roads safer and improve mobility through both the urban and rural areas of the corridor. We also recognize that providing dedicated truck lanes can encourage commerce and economic growth throughout the midwest.

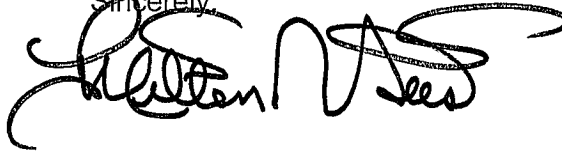
If selected, IDOT agrees to coordinate with and participate both financially and by providing staff support on corridor-wide planning, research, design and financial analyses needed to advance the concept of dedicated truck lanes. We understand that this may include:

- entering into Memorandums of Understanding with participating states and FHWA to advance the concept;
- supporting or conducting the public participation, planning, and environmental process activities needed to advance this project's development and delivery;
- evaluating and considering a variety of funding and financing options;
- discussing with our legislature any regulatory changes needed to advance reasonable and realistic innovative financing options based on our evaluation;
- securing the needed legal commitments to ensure the project will continue to be advanced beyond the current administration; and
- beginning the necessary steps to establish and commit funding needed to advance the project.

Mr. James D. Ray
May 10, 2007
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We encourage US DOT to select Interstate 70, from Missouri through Ohio, as a "Corridor of the Future."

Sincerely,

A handwritten signature in black ink, appearing to read "Milton R. Sees". The signature is fluid and cursive, with a large initial "M" and a stylized "S" at the end.

Milton R. Sees
Acting Secretary



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE, P.O. BOX 899, COLUMBUS, OHIO 43216-0899

April 30, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street S.W.
Washington, D.C. 20590

Re: FHWA "Corridor of the Future" Phase 2 Application

Dear Mr. Ray:

The Ohio Department of Transportation joins with the Indiana Department of Transportation in submission and support of the Phase 2 application requesting designation of Interstate 70 through Missouri, Illinois, Indiana, and Ohio as a "Corridor of the Future."

This joint application seeks to study dedicated truck lanes along this 789 mile corridor. The application is important to address congestion and mobility along the corridor, and explore innovative concepts for both design and finance. We also emphasize that improving freight mobility is a key economic development initiative for Ohio.

If this proposal is selected for funding, ODOT agrees to contribute, as appropriate, the necessary staff and information to carry out the work. Part of this work will involve coordination with our partner states on corridor-wide planning, research, design and financial analyses needed to evaluate the concept of dedicated truck lanes. We understand that this may include entering into Memorandums of Understanding (MOU) with participating states and FHWA to advance the concept; supporting or conducting the public participation, planning, and environmental process activities needed to advance the conceptual development; and evaluating and considering a variety of funding and financing options including but not limited to public private partnerships, tolling, and the other innovative funding strategies identified in Section 3 of our application.

We encourage USDOT to select Interstate 70, from Missouri through Ohio, as a "Corridor of the Future."

Respectfully,

A handwritten signature in cursive script that reads "James Beasley".

James G. Beasley, P.E., P.S.
Director

JGB:hw

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Corridor of the Future Program Application
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INTRODUCTION

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INTRODUCTION

Interstate 70 (I-70) travels through the “heartland” of America. It carries regional, national and international commodities between the east and west coasts. It supports and serves commerce, business, industry, and the people of our nation.

A little more than a year ago, the Missouri, Illinois, Indiana, and Ohio Departments of Transportation (DOTs) came together to discuss and understand our shared transportation issues and needs, and to develop a multistate vision for the I-70 Corridor and our states. Our shared goal is to reduce congestion and improve safety on the Corridor and, thereby, improve commerce and expand economic growth to our region. Our vision is to accomplish this by developing a dedicated truck-only lane (TOL) Corridor along the approximate 800 miles of I-70 that crosses our four states. The new I-70 Corridor will be a true “Corridor of the Future.”

- A dedicated TOLs corridor of this length can be designed to accommodate long-haul trucks with larger, heavier loads, potentially traveling at higher speeds than current standards permit, without the need to deal with conflicting state truck size and weight standards.
- Such a Corridor could attract long-haul truck traffic from congested parallel Corridors such as I-80 and I-40.
- Its location, south of I-80 and out of the “lake-effect snow belt,” could also increase its attractiveness as an alternative east-west corridor.
- A unified Corridor of this length, designed in concert with truck staging areas and rail intermodal linkages such facilities under development in Kansas City, Missouri, and the Rickenbacker Intermodal facility in Columbus, Ohio, will facilitate freight transfers by enabling larger freight loads to be transferred for long distances, more efficiently.
- Such a Corridor could provide an intermodal option for time-sensitive long distance east-west rail freight to avoid rail bottlenecks in Chicago.
- A separated truck and passenger Corridor will provide safer and more efficient movement of goods and reduce truck/passenger car crashes.



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- It will make existing I-70 a more attractive route for passenger vehicles, and will reduce congestion regionally by attracting passenger vehicles from congested parallel routes.
- The segregation of trucks and passenger vehicles, and the application of new freight accommodations, presents unique financing options for this Corridor.
- It enables unique private sector investment incentives.
- By allowing for the segregation of trucks for such a long distance, the Corridor can continue to serve for many years to come as a testing ground for new evolving trucking technologies, electronic traffic management, and freight movement that have not yet been conceived.
- The new I-70 Corridor will be a true "Corridor of the Future."

The timing is perfect to begin the development of TOLs on the I-70 Corridor. It is one of the first segments of the interstate to be built. Many segments are being evaluated for major rehabilitation. It is congested in urban areas, but not so overdeveloped as to preclude cost-effective improvements. The U.S. freight industries are in need of a means to further improve efficiencies in order to remain competitive in the global marketplace. Waiting would cause this grand opportunity to be missed.

The Missouri, Illinois, Indiana and Ohio DOTs will work with the Federal Highway Administration (FHWA) and in continued consultation with the American Transportation Research Institute (ATRI) and partners in the American Trucking Associations (ATA) Federation and Metropolitan Planning Organizations (MPOs) along the Corridor in engaging industrial freight shippers, information technology transportation researchers, and the rail and container shipping industries that provide and receive truck freight. The input of all stakeholders in the freight industry will be considered in the design and development of the I-70 TOLs "Corridor of the Future."

APPLICATION OVERVIEW

This Phase 2 Application for the Corridor of the Future Program (CFP) discusses the national significance of the I-70 Corridor as a critical trade route; presents facts detailing the need to reduce congestion now and in the future along this corridor; and describes and discusses the innovative solution that will improve the flow of goods and enhance the quality of life for U.S. citizens. This Phase 2 Application includes three sections that address the nine issues presented in the September 5, 2006 Federal Register Notice. The sections include:

- **Section 1 - Clear Need:** Addresses Application issue 1 - Physical Description. It includes a corridor description, national state and local corridor profile, and projections.

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- **Section 2 - Clear Solution:** Presents a description of the proposed dedicated TOLs including conceptual designs. It discusses why this solution has merit, addressing specifically Application issues 2 - Congestion Reduction; 3 - Mobility Improvements; 4 - Economic Benefit; and 5 - Value to Corridor Users.
- **Section 3 - Clear Path to Success:** Describes innovative and alternative approaches to making the vision a reality. It addresses Application issues 6 - Innovations in Project Delivery and Finance; 7- Exceptional Environmental Stewardship; 8 - Finance Plan and Potential Private Sector Participation; and 9 - Proposed Project Timeline. It also presents planning level cost estimates for Corridor construction.

The application includes four appendices. **Appendix A** presents letters of support from partners in the ATA Federation from the participating states, MPOs, and other stakeholders along the corridor. **Appendix B** provides information on contacts made with neighboring states on the I-70 Corridor. **Appendix C** presents examples of environmental stewardship/streamlining that may be used during the development of this project. **Appendix D** presents the cost estimate assumptions and calculations.